

PLD 287

CLASSIFICATION SECRET/CONTROL - U.S. OFFCOUNTRY East Germany

REPORT

TOPIC Justerbog Altes Lager Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

13 January 1954

REFERENCES

PAGES 2 ENCLOSURES (No. & TYPE)

REMARKS

This is UNEVALUATED Information

25X1

1. The following air activity and aircraft were observed at Justerbog Altes Lager airfield between 13 November and 4 December 1953: 25X1
- 13 November. Beginning at 10 a.m., 12 MiG-15 or U-MiG-15s were being towed out of the hangars Nos 8 and 9 to the northern side of the runway. Subsequently, individual flights of about 10 minutes duration were made. 25X1

When air activity was discontinued, the aircraft were seen being towed back to the hangars. Around 4 p.m., three Il-10s landed at the field.

14 November. A twin-engine aircraft, probably a Pe-2, landed at 11 a.m., again took off around noon, and circled several times over Justerbog training grounds.

16 November. During the morning, the four alert aircraft took off for a 6-minute flight. While the aircraft were aloft, four other MiG-15s were observed being towed out of hangar No 4 to the dispersal area of the alert aircraft. After the landing of the 4 alert aircraft they were seen parked in hangar No 9 next to a swept-back jet aircraft. 25X1

17 November. The MiG-15 or U-MiG-15s which were parked in hangars Nos 4 to 11 practiced flying at high altitudes between 10 a.m. and 4 p.m. Some of the aircraft were fitted with auxiliary fuel tanks. Two single-engine aircraft were also observed aloft. An aircraft with double rudder assembly took off at 3 p.m.

19 November. No aircraft activity was observed. All hangars were closed except for the repair hangar, in which the ground attack aircraft, that had landed at the field on 13 November, were being provided with a new coat of paint.

20 November. There was no air activity.

23 November. No flights were made. It rained and the weather was foggy.

24 November. A total of 18 MiG-15 or U-MiG-15s were being towed out of the hangars Nos 4, 5, 6, 8, and 9. Subsequently, an individual MiG-15 took off and about 1 minute later two other aircraft followed in one element. After 15 minutes, the three aircraft landed at short intervals. This procedure was repeated by the other aircraft until about 2 p.m. Then, the aircraft were towed back to the individual hangars, except for the MiG-15 with the red No 553. This aircraft was towed to the repair hangar, apparently because of damage on its landing gear. The three newly painted ground attack aircraft took off at 10 a.m.

25 November. There was the same air activity as on the preceding day. Around 2 p.m., a MiG-15 towing a sleeve target took off. Subsequently, take-offs were made by two additional MiG-15s which attacked the sleeve target and fired with aircraft cannons over the firing range.

26 November. A twin-engine aircraft with double rudder assembly landed at 10 a.m. and at 11:10 a.m. respectively. One of the aircraft took off around 2 p.m. In the course of the day, five individual take-offs were made by swept-back jet fighters.

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27 November. The second of the twin-engine aircraft which had landed on 26 November took off around 10 a.m. Only individual flights were made by MiG-15 or U-MiG-15s throughout the day.

28 and 29 November. No air activity was observed.

30 November. At 10 a.m., an engine was being dismantled from a MiG-15. At noon the engine was then hauled to the air technical school on truck

About 25 minutes later, the same truck returned with an engine, partially packed in a crate, and moved to hangar No 4. At 2 p.m., a jet engine was being test run on the test stand in the air technical school.

1 December. No air activity was observed. The weather was very hazy. The doors of the hangars were closed and firing was practiced on the firing range.

2 December. No air activity was observed.

4 December. Beginning at 9 a.m., 10 MiG-15 or U-MiG-15s were being towed out of the hangars Nos 8 and 9 to the dispersal area north of the runway. A U-MiG-15

took off at 10 a.m. and subsequently made a low-level attack at the AA gun emplacements at the western end of the runway. The aircraft landed after 15 minutes. Around 11 a.m., a MiG-15 took off and made an attack at the AA gun emplacement. The aircraft parked along the runway did not fly but taxied under their own power to the hangars around 11:30 a.m. Two ground attack aircraft from hangar No 10 took off at 11:40 a.m. Between noon and 2:30 p.m., individual 20-minute flights were made by swept-back jet aircraft.¹

2.

AA personnel were observed in the messhall. Niedergoersdorf Vorwerk (outlying part of the farm) was also occupied by AA personnel, with a senior lieutenant as chief.²

3. The recruits who had arrived at the airfield at the beginning of November were quartered in the building, referred to as U 18. About 11 a.m. on 13 November, truck loaded with three radial engines in open crates, moved to the repair hangar. Vehicular traffic included trucks occupied by AA personnel,

4. Around 9 a.m. on 14 November, four MiG-15 or U-MiG-15s were parked side-by-side along the runway. On 21 November, four MiG-15 or U-MiG-15s were again observed along the runway and additional aircraft in front of a hangar. On 28 November, the four alert aircraft were again observed and about 20 other MiG-15 or U-MiG-15s were seen parked along the northern edge of the runway.¹

1. Comment. It is believed that Justerbog Altes Lager airfield is still occupied by two fighter regiments.

The presence of Il-10s has repeatedly been reported. the aircraft were once determined as belonging to the ground attack regiment in Finsterwalde.

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